Guidelines and restrictions within the pilotage area of Malmö

12-Apr-2024

Measurements are in meters if not stated.

Generally, for all ports and berths within the area (Malmö, Trelleborg, Ystad and Barsebäck):

Upon arrival/departure, contact by VHF shall allways be established, on the specific channel of the port/the berth facility. If not, the pilot has the right to cancel the arrival/departure.

All ships shall be suitably ballasted so that propeller, rudder and any bow- and/or stern thruster operates with optimum efficiency. If not, the pilot has the right to cancel the arrival/departure

Pilotage of Dead Ship vessels

Definition: *A vessel is considered "Dead ship" when the main propulsion is out of order.*

Procedure: *Pilotage of Dead ship vessels should be carried out with two pilots onboard.*

Malmö: Oljehamnen (Oil port) and Swede Harbour — **Depth & Draught at ±0 MSL (Ref. MVY in ViVa)**

Note! Maximum LOA is 250 meters and maximum beam is 45 meters. Tugboat guidelines in separate chart below.

Berth	Cargo	Depth	Max draught	Max LOA	Max beam	Direction	Remarks
1001	Dry bulk	13,5	12,5	250	45	176°/356°	
1002	Dry bulk	13,5	12,5	250	45	176°/356°	
1003	Tank oil/chem	13,5	12,5	250	45	082°/262°	VSL LOA <240m = 50 m to vessel at berth 1004. VSL LOA ≥240m = No VSL at berth 1004
1004	Tank oil/chem	13,5	12,5	250	45	082°/262°	VSL LOA <240m = 30 m to vessel at berth 1003. VSL LOA ≥240m = No VSL at berth 1003
1005	Tank oil/chem	9	8,3	130	22	082°/262°	
1010	Tank oil/chem	6	5,5	100	17	082°/262°	

Malmö: Frihamnen — **Depth & Draught at ±0 MSL (Ref. MVY in ViVa)**

Vessels > 190m mean wind speed not exeeding 15 m/s

Note! All data of lengths and breadth are in meters. Specific regulations apply for berths as stated below. Tugboat guidelines in separate chart below.

Berth	Cargo	Depth	Max draught	Max LOA	Max beam	Direction	Remarks
Frihamnen general	General Cargo/Ro-Ro	9,2	8,6	225	32,5	108°/288°	
Frihamnen general	Cruise vessels	9,2	8,6	240	32,5	108°/288°	Only cruiseships with very good maneuvering capabilities and very favourable weather conditions
616	Ro-Ro	10	9,3**	232	38**	082°/262°	**Vessel beam >36m, Max draught 9.0m => 2 Pilots on arrival. Not more than 16 m/s gust wind for movements of car carriers in most favourable wind direction.
617	Ro-Ro	9	8,4	180	30	082°/262°	
605	General Cargo/Ro-Ro	8,2	7,6	140		082°/262°	Vessels >135 m LOA shall have very good maneuvering capabilities such as twin screw arrangement and bowthuster

Malmö: Norra Hamnen — **Depth & Draught at ±0 MSL (Ref. MVY in ViVa)**

Note! All data of lengths and breadths are in meters. Tugboat guidelines in separate chart below.

Berth	Cargo	Depth	Max draught	Max LOA	Max beam	Direction	Remarks
702-704	Ro-Ro	8,5	7,9	240	-	041°/221°,027°/207°	
705-706	Container/General Cargo	9	8,4	232	32	082°/262°	
713-714	Cement	9	7,7*	150	-	082°/262°	***Maximum allowed draft is currently 7,7m**
740	General Cargo/ Bulk	6	5,5	90	-	082°/262°	
750-751	General Cargo/ Bulk	6	5,5	150	-	082°/262°	
760	General Cargo/ Bulk	6	5,5	120	-	082°/262°	

Malmö: Industrihamnen (Industrial port) — **Depth & Draught at ±0 MSL (Ref. MVY in ViVa)**

Note! All data of lengths and breadths are in meters. Maximum LOA is 90 meters and maximum beam is 15 meters. Tugboat guidelines in separate chart below.

Berth	Cargo	Depth	Max draught	Max LOA	Max beam	Direction	Berth/Remarks
801-804 & 807-817		7,2	6 *	90	15	147° & 173°	***Maximum allowed draft for industrihamnen is currently 6,0m**
805-806, 818		9	6 *	90	15	173°/353°	
901-906		9	6 *	90	15	082°/262°	
907		7,2	6 *	90	15	082°/262°	
908-909		7,2	6 *	90	15	082°/262°	
basin 3 Berth 933		6	5,5	90	15	081°/261°	

Malmö: Södra varvsbassängen, Yttre hamnen, Inre hamnen, Nyhamnen — **Depth & Draught at ±0 MSL (Ref. MVY in ViVa)**

Note! All data of lengths and breadths are in meters. Tugboat guidelines in separate chart below.

Berth	Cargo	Depth	Max draught	Max LOA	Max beam	Direction	Berth/Remarks
Södra Varvsbassängen		6,5	5,9	-	-		After agreement with pilots
Inre Hamnen		6	5,5	85	-		
Inner part		-	-	-	-		After agreement with pilots
Yttre hamnen		6,5	5,9	150	-		
Malmö Nyhamn		6,5	5,9	150	-		
Smörkontrollen		6,4	5,8	-	-		After agreement with pilots

Barsebäck — **Depth & Draught at ±0 MSL (Ref. MVY in ViVa)**

Note! All data of lengths and breadths are in meters.

Berth	Cargo	Depth	Max draught	Max LOA	Max beam	Direction	Berth/Remarks
Barsebäck	Ro-Ro/General Cargo	6	5,3	90	20	102°/282°	Good maneuvering capabilities, M/S Sigrid length ok. Only daylight.

Trelleborg — **Depth & Draught at Ref. RH 2000 (BSCD2000)**

Note! All data of lengths and breadths are in meters. Max LOA is 240 meters and max beam is 32 meters. Tugboat guidelines in separate chart below.

Berth	Cargo	Depth	Max draught	Max LOA	Max beam	Direction	Remarks	
Oljekajen 101 /102	Oil/chem, General Cargo	7,3	6,8	150	-	134°/314°	If LOA ≥130m no vessels at berth 2E at arrival.	
1	Ro-Ro	7,3	6,8	200	32	134°/314°		
2 W	Ro-Ro	7,3	6,8	200	32	134°/314°		
2 E	Ro-Ro	7,3	6,8	200	32	134°/314°		
3	Ro-Ro	7,2	6,7	200	32	006°/186°		
4	Ro-Ro	7,2	6,7	200	32	014°/194°		
5	Ro-Ro	7,2	6,7	200	32	014°/194°		
7	Ro-Ro	6,1	5,6	200	32	043°/223°		
8	Ro-Ro	7,6	7,1			043°/223°		
9	Ro-Ro	7,6	7,1			043°/223°		
10 and 11	Ro-Ro	7,3	6,8	240	32	043°/223°		
12 and 13	Ro-Ro	8,3	7,8	240	32	058°/238°		
14	Ro-Ro	8,5	8	240	32	058°/238°		

Ystad — **Depth & Draught at ±0 MSL (Ref. MVY in ViVa)**

Note! All data of lengths and breadths are in meters. Max LOA is 240 meters and max beam is 36 meters. Tugboat guidelines in separate chart below.

Berth	Cargo	Depth	Max draught	Max LOA	Max beam	Direction	Remarks
Outer basin	Ro-Ro	9	8,4*	240	36	071°/251°	* Maximum vessel size and draught only applicable for outer RORO basin.
Inner basin	Ro-Ro/Bulk	7,4	6,7	170	30	Various	

Tugboat standards for the pilotage area of Malmö

Note: Guidelines to Masters, Agents and Ports regarding tugboats.

Recommendations are applicable during normal weather conditions (wind 0-12 m/s).

Definition: "tug"= ASD or Tractor type minimum 50T bollard pull.

PEC. Vessel specific recommendations applies, which are agreed with the PEC-holder.

Active rudder meaning "Flap type" or "Fishtail type" (e.g. Becker or Schilling).

A standard rudder with high angle (e.g. 35-70°) **is not** considered as an active rudder.

The wind stated in the spreadsheet below is gust wind from reference; Malmö hamn Viva station (ViVa - Vind och Vatten - Sjöfartsverket (sjofartsverket.se)).

The wind forecast is based on SMHI Bizmet "special forecast" which is forwarded to the Pilots.

Regular ferries excluded from tugboat requirement.

Number of tugs

CAR CARRIERS (PCTC) 0-12 m/s

Size LOA (m)	Normal type vessel (FPP)	Bow thruster (FPP)	Bow thruster + CPP + normal rudder	Bow thruster + CPP + active rudder	Bow + stern thrust (FPP/CPP)	Bow thruster + twin screw + two rudders	Other	Remarks
<99	2	1	0	0	0	0		
100- <150	2	1	0	0	0	0		
150-<170	2	2	2	1	1	0		
170-<200	2	2	2	2	1	0		
200-240	3	2	2	2	2	1		

Number of tugs

CAR CARRIERS (PCTC) 12-16 m/s

Size LOA (m)	Normal type vessel (FPP)	Bow thruster (FPP)	Bow thruster + CPP + normal rudder	Bow thruster + CPP + active rudder	Bow + stern thrust (FPP/CPP)	Bow thruster + twin screw + two rudders	Other	Remarks
<99	2	2	2	2	1	1		
100-<150	2	2	2	2	1	1		
150-<170	3	2	2	2	1	1		
170-<200	3	3	3	3	2	2		
200-240	3	3	3	3	3	2		

Number of tugs

Swede Harbor/Oljehamnen (Oil terminal)

Size LOA (m)	Normal type vessel (FPP)	Bow thruster (FPP)	Bow thruster + CPP + normal rudder	Bow thruster + CPP + active rudder	Bow + stern thrust (FPP/CPP)	Bow thruster + twin screw + two rudders	Other	Remarks
<99	1	0	0	0	0	0		
100-<130	1	0*	0	0	0	0		* Tanker = 1 tug
130-<170	2	1	1	0	0	0		Draught ≥9m = 1 tug
170-<200	2	2	2	2**	1	1		** Can be reduced to 1 tug on dep. in ballast, ASD or tractor type.
200-250	3	3	3	3	2	2		

Number of tugs

Cruise Ships- Malmö, Trelleborg and Ystad

Size LOA (m)					Bow thruster + twin screw + two rudders or azipod Wind <12 m/s	Bow thruster + twin screw + two rudders or azipod Wind >12 m/s	Other	Remarks
<200					0	0		
200-240					0	1		

Number of tugs

Malmö, Trelleborg and Ystad General

Size LOA (m)	Normal type vessel (FPP)	Bow thruster (FPP)	Bow thruster + CPP + normal rudder	Bow thruster + CPP + active rudder	Bow + stern thruster (FPP/CPP)	Bow thruster + twin screw + two rudders	Other	Remarks
<99	1	0	0	0	0	0		
100-<150	2	1	0	0	0	0		
150-<170	2	1	1	0	0	0		
170-<200	2	2	2	1	1	0		
200-225	3	2	2	2	1	1		

Guidelines for Masters and Agents regarding daylight, current, visibility and wind in Malmö Oljehamn and Swede Harbour

Daylight

Vessels exeeding 230m LOA or beam exeeding 40m are only allowed pilotage during daylight

Vessels with LOA 200-230m and draft <9 m are allowed pilotage during dark hours.

Pilotage shall not commence earlier than 30min before sunrise

Pilotage may not commence later than 60min before sunset

Current

Day

Vessels >200m LOA and/or draft >9,0m. Current <0,8kn at outer buoy and <0,5kn at inner buoy

Vessels >240m LOA. Current <0,5kn at outer buoy and <0,5kn at inner buoy.

Night

Vessels >200m LOA and/or draft >9,0m. Current <0,5kn at outer buoy and <0,5kn at inner buoy

Visibility

Vessels >200m visibility no less than 2NM

Wind

Vessels >200 m LOA wind no more than 13 m/s

Vessels >240 m LOA wind no more than 10 m/s

Pilots

Vessels >200m requires 2 pilots

Additional requirements

Movements with vessels >240 m LOA shoud be in normal ballast conditon

Vessels LOA and BOA in meters should be rounded up if >0,5m and rounded down if <0,5m.

2024-04-12

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